



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: Olney Street Restriping – College Hill, Mount Hope – Wards 2 and 3 (*For Action*)

Prepared for September 21, 2016 BPAC meeting

Project Description

The City of Providence Department of Public Works intends to restripe a 0.4-mile stretch of Olney Street between North Main and Hope streets. DPW seeks comment from the BPAC regarding the preliminary striping plans, which include the removal of the existing sharrows markings on the roadway, and the striping of new 5' to 6' wide bike lanes in both directions. An 8'-wide on street parking lane will be striped in the westbound (downhill) direction, between the vehicular travel lane and the new bike lane between 214 Olney Street and Camp Street. An 8'-wide on street parking lane will be striped in the eastbound (uphill) direction, between the vehicular travel lane and the new bike lane between Camp Street/Brown Street and North Main Street. A limited amount of underutilized on street parking is proposed to be removed on the northbound side of Olney Street between Camp and North Main streets, adjacent to the University Heights Apartment Complex. All other existing on street parking will be preserved.

Based on public feedback received at a February 2015 public forum held by the BPAC, Olney Street was specifically highlighted as one of four key citywide corridors in need of bike lanes in order to connect bicyclists locally between Hope and North Main streets, and citywide between the east side neighborhoods and Downtown. Bike lanes on Olney Street would also improve connectivity for students biking to Hope High School and Martin Luther King Jr. Elementary School. Currently, there are sharrows painted on Olney Street. The bike lanes proposed by DPW in the attached preliminary striping plans will improve safety for bicyclists and will help reduce vehicular speeding by narrowing the vehicular travel lanes.

After receiving the recommendations from the BPAC, DPW prepared preliminary restriping plans for Olney Street, which now include bike lanes on Olney Street between North Main and Hope streets. The narrowness of the roadway between Prospect and Hope streets does not allow for bike lanes to be striped in both directions. Along this segment sharrows will be repainted in the westbound (downhill) vehicular travel lane and a bike lane will be striped in the eastbound (uphill) direction. DPW has prepared two alternatives for the configuration of the bike lanes as they approach Hope Street, where RIPTA stops for students in the afternoon. DPW has indicated that RIPTA occupies this space for less than 30 minutes each school day. The attached Plan 2B implements a design from the NACTO Transit Street Design Guide (<http://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/shared-bus-bike-lane/>). This shows a shared transit and bike lane, approaching a bike box as requested by the BPAC. Plan 2A builds on the NACTO concept, with a more defined bike area. The bike lane would be shared with the buses during this time, thus the dashed line on the southern edge of the bike lane.



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Project Map



Previous Recommendations

On July 20, 2016, the BPAC conducted its first review of this project, which at the time, was limited to restriping of Olney Street between Camp and Hope streets. After review and discussion of the project at the above mentioned Commission meeting, the BPAC submitted a letter to Russell Knight, Director of the City of Providence Department of Public Works (DPW), on August 1, 2016, requesting that the DPW modify the project to include the following recommendations:

- The 40' curb to curb width along Olney Street should be restriped to include one 8' wide parking lane, two 11' wide vehicular travel lanes (one in each direction), and two 5' wide bike lanes (one in each direction). Bike lanes should be included in both directions from Prospect to Hope, where the curb to curb width is approximately 40'.
- The scope of the project should be expanded to include similar inclusion of bike lanes between North Main and Camp streets.
- If the section of Olney Street between North Main and Prospect is found to be narrower than 40' from curb to curb, this segment of the street should be restriped to include a bike lane in the uphill direction and sharrows in the downhill direction.



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- Bike boxes should be incorporated into the intersection of Hope and Olney.
- The intersection of Camp and Olney should be changed from a 2-way stop to a 4-way stop.

Attachments: 160921_OlneyStreet_SigningAndStriping_Plan1.pdf
160921_OlneyStreet_SigningAndStriping_Plan2A.pdf
160921_OlneyStreet_SigningAndStriping_Plan2B.pdf

Respectfully submitted by Martina Haggerty.